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WASHINGTON, D. C., THURSDAY, JUNE 28, 1894—TWELVE PAGES.

TWO CENTS.

THE WESTERN STRIKE

Preparing to Extend it to the Eastern Lines.

MEN SENT TO WORK IN NEW YORK

No Trains Running on the Illinois Central.

ARREST OF THREE WORKMEN

CHICAGO, June 28.—At a late hour last night an official of the American Railway Union stated that the engineers and firemen of five Chicago roads will be ordered out today or tonight, to take part in the boycott of Pullman cars. The roads to be affected, he stated, were the Santa Fe, Baltimore and Ohio, Chicago, St. Paul and Kansas City, the Northwestern and the Illinois Central.

Signs of trouble were detected early along the Chicago and Northwestern line. At Western avenue and Kinzie street a crowd of railway strikers gathered about 8 o'clock and thirty officers were sent to the scene of threatened disturbance. At May fair, on the Des Moines division of the Northwestern, trouble was feared. Freight switching yards are located at this point. During the morning the strikers congregated in the yards and five police officers were sent to preserve order.

Complications have arisen which may lead to trouble between the Illinois Central and the engineers. Last night an Illinois Central switch engine cab was wrecked, and the company discharged Joseph P. Wink, who was in charge of the locomotive. He says that a side rod dropped and the revolutions of the broken piece of machinery unavoidably wrecked the cab. The company, however, was not satisfied and he was discharged. Wink is a member of the Locomotive Brotherhood.

At the request of railway employees in the east, twenty-five men were sent out by the American Railway Union today to aid in organization in the country. These men are bound for New York and will begin work among the employees of the New York Central.

Engineers and firemen on all roads centering in Chicago are greatly incensed at the discharge of the four engineers by the Northwestern road, and decisive action on their part, in adding the general strike, is looked for.

No trains, through or suburban, were running on the Illinois Central into or out of Chicago today.

By 10 o'clock this morning the Calera and Wisconsin divisions of the Chicago and Northwestern were at a standstill. Announcement was made that the Chicago and Northwestern would be tied up at noon. The Chicago, Burlington and Quincy, the Pennsylvania, and the Illinois Central and the Chicago, Milwaukee and St. Paul would all be affected if traffic at the Union depot should be stopped.

The Chicago and Northwestern road, which called on the officials of the American Railway Union last night and recommended the order for the strike on that road, were discharged today. This is considered by the union an important factor in the trouble now being fought.

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Three men, members of the subcommittee sent out by the union officials last night to the Northwestern yards at Western avenue to see the Chicago and Northwestern place at midnight, were arrested this morning on complaint of the railway officials. They were charged with intimidation, and were taken to the Chicago police station and locked up. The American Railway Union engaged attorneys to defend them.

Owing to the strike of the switchmen on the Pan Handle, the trains of that road have been brought in over the tracks of the Fort Wayne road.

Threats to tie up the latter road, and even the entire Pennsylvania system, grew out of the strike of the Chicago and Northwestern switchmen. The Chicago and Northwestern would also involve the Chicago and Alton road, as both come into the city over the same tracks.

Everything was blocked after midnight last night at the Western avenue yards of the Northwestern, Milwaukee and Pan Handle roads.

At 9 a.m. today it was announced that a strike had been declared on the Chicago, Milwaukee and St. Paul and that all the American Railway Union employees would be out within an hour, tying up the system.

The first passenger train to leave scheduled for the Chicago and Northwestern today did not leave, on account of the strike. The Chicago and Northwestern was unable to couple on the engine. The engineers of the other road using the same tracks kept switching the cars of the Chicago and Northwestern in such a manner that the B. & O. engine was held back as effectively as the Chicago and Northwestern.

Forty police were sent to the yards.

A. E. Bancroft, representing the Santa Fe system, has applied to the United States authorities in the name of the Santa Fe for protection to his road against interference by the strikers. Judge Grosscup is out of the city and the marshal's office decided to act under the order to send out deputies.

Sight hundred men employed in the Northwestern's shop near West 40th street struck this morning.

THINKS AN END IS NEAR.

SAN FRANCISCO, June 28.—A local paper here prints the following interview with a member of the local lodge, American Railway Union:

"I have the best of reasons for saying that General Manager Towner of the Southern Pacific has sent a dispatch to Mr. Towner today which will be the cause of the settlement of the trouble within twenty-four hours."

Notes of the Strike.

MILWAUKEE, Wis., June 28.—All is quiet in railroad circles here at 11:15 a.m. Trains on the Northwestern, Chicago, Milwaukee and St. Paul and Wisconsin Central are moving as usual.

HELENA, Mont., June 28.—At 9 o'clock last night all American Railway Union men on the Northern Pacific railway went out on strike under orders from the National Executive Committee.

ST. LOUIS, June 28.—The Pullman strike is quiet. No trouble is anticipated before the 10 o'clock train carrying Pullman cars after the boycott goes into effect is scheduled to leave for the Chicago and Alton road.

NASHVILLE, Tenn., June 28.—Neither the Louisville and Nashville nor the Nashville, Chattanooga and St. Louis railways have experienced any trouble in connection with the boycott.

INDIANAPOLIS, Ind., June 28.—The local lines are beginning to feel the effects of the strike. The New Moon is the worst sufferer. Other trains are badly delayed.

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DENVER, Colo., June 28.—No trains are driving or coupling on the Santa Fe road, but the Denver and Rio Grande is having no trouble as yet. Trouble is anticipated before night.

MEMPHIS, Tenn., June 28.—There is no interruption to railroad traffic here on account of the A. R. U. has taken no action as yet.

NEW YORK, June 28.—The railroad representatives in this city are still of the opinion that the "boycott" arising out of the Pullman strike will not have any effect on the passenger service in the east. They claim that the strikers and their sympathizers have no standing or backing among the employees of the eastern roads.

SENATOR HOAR'S ACTION

Alarm Felt Over His Objection to Extending Present Appropriations.

If the Senator Does Not Modify His Views the Government May Have to Suspend Operations.

A Rumor That Senator Martin is Queer on the Bill.

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THE TARIFF BILL

The Senate Has Decided to Retain the Income Tax.

THE SUGAR SCHEDULE CAUSES ANXIETY

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TEMPEST IN A TEAPOT

The Gossip Over an Alleged Breach of Etiquette.

No Representative of the President Called Upon the French Ambassador to Express Sympathy.

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CORRIE ON THE STAND

Carnegie and Co.'s Superintendent Tells About Armor Plate Frauds.

SILL'S STATEMENT SUBSTANTIATED

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